FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2002-12

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2002-01

2001-23-12	R1	SAAB Aircraft	SAAB SF340A Series and SAAB 340B Series
2001-23-15	C, S 01-05-05	Boeing	747 Series
2001-24-25	COR	McDonnell Douglas	DC-9-10, -20, -30, -40 Series; and C-9
2001-24-27	C, S 96-02-05	McDonnell Douglas	DC-9-10, -20, -30, -40, -50 Series; DC-9-81, -82, -83, -87 Series; MD-88; and C-9 Series
2001-25-11	S 01-15-12 & 99-17-16	Pratt and Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650
2001-26-11	S 00-24-26	Rolls-Royce	Engine: RB211 Trent 875, RB211 Trent 877, RB211 Trent 884, RB211 Trent 892, and RB211 Trent 892B Series
2001-26-12	S 01-12-05	Boeing	747-100, 747-200, 747-300, and 747SR Series
2001-26-14	S 96-12-13	Dornier Luftfahrt	328-100
2001-26-15		McDonnell Douglas	DC-9-81, -82, -83, -87; and MD-88
2001-26-16		McDonnell Douglas	DC-9-81, -82, -83, -87 Series; and MD-88
2001-26-17		Airbus Industrie	A330-202, -223, -243, -301, -321, -322, -323, -341, -342, and -343 Series
2001-26-18		Dornier Luftfahrt	328-300 Series
2001-26-19		Boeing	767 Series
2001-26-20		Airbus Industrie	A319, A320, and A321 Series
2001-26-21		Airbus Industrie	A319, A320, and A321 Series
2001-26-22		BAE Systems Limited	Avro 146-RJ Series
2001-26-23		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2001-26-24		McDonnell Douglas	DC-9-10, -20, -30, -40, -50 Series; and C-9
2001-26-51	FR	Bombardier	CL-600-2B19 Series
2002-01-03		GE Aircraft	Engine: CT7-5A2, -5A3, -7A, and -7A1

Biweekly 2002-02

2002-01-01		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2002-01-05		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2002-01-08		Israel Aircraft Industries	Galaxy
2002-01-12		General Electric Company	Engine: GE90-76B, -77B, -85B, -90B, and -94B
2002-01-14	S 01-26-10	Airbus Industrie	A319, A320, and A321 Series

Biweekly 2002-03

2001-17-26	R1	Raytheon Aircraft	DH.125, HS.125, BH.125, and BAe.125 (U-125 and C-29A) Series, Hawker 800, Hawker 800 (U-125A), Hawker 800XP, Hawker 1000
2001-24-27	COR S 96-02-05	McDonnell Douglas	DC-9-10, -20, -30, -40, and -50 Series; DC-9-81, -82, -83, and -87 Series,; MD-88; and C-9 Series
2001-25-04	COR	Honeywell International Inc.	Engine: LTS101-600A-2 and LTS101-600A-3 Turboshaft; LTP101-600A-1A and LTP101-700A-1A Turboprop
2002-01-04		General Electric	Engine: CF6-80E1
2002-01-13	S 96-21-06	Boeing	767 Series
2002-01-15		Boeing	767-200, -300, and -300F Series
2002-01-16	S 86-24-11 & 86-25-04	Fairchild Aircraft	SA26-AT, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, SA227-TT
2002-01-17		Dornier Luftfahrt	328-100 Series
2002-01-18		Airbus Industrie	A319, A320, and A321 Series
2002-01-19		Fokker	F.28 Mark 0070 and 0100 Series
2002-01-20		BAE Systems	BAe 146-200A Series
2002-01-21		BAE Systems	BAe-146 Series and Avro 146-RJ Series
2002-01-22		Short Brothers	SD3 Series
2002-01-23		Raytheon Aircraft	Beech 400, Beech 400A, Beech 400T Series, Beech 400T-1, Beech MU-300-10, Mitsubishi MU-300
2002-01-24		McDonnell Douglas	DC-9-81, -82, , -83, and -87 Series, and MD-88
2002-01-25		Bombardier	DHC-8-100, -200, and -300 Series
2002-01-26		Israel Aircraft	1124 and 1124A Series, and 1125 Westwind Astra Series
2002-01-27	S 98-15-03	General Electric Company	Engine: GE90-76B, -77B, -85B, and -90B Turbofan
2002-01-28		Dowty Aerospace	Propeller: R334/4-82-F/13

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2002-03 cont'd…

2002-01-29		Rolls-Royce	Engine: Tay 650-15 and 651-54 Turbofan
2002-02-02		Boeing	707 and 720 Series
2002-02-03		BAE Systems	BAe 146 Series
2002-02-09		General Electric	Engine: CF6-45 and CF6-50 Series Turbofan
2002-03-51	E	Hamilton Sundstrand	Propeller: 568F-1

Biweekly 2002-04

2001-23-13	COR	Boeing	747 Series and 747SP Series
2002-02-04		Boeing	757 Series
2002-02-05		Airbus Industrie	A300 B2 and A300 B4; A300 B4-600, B4-600R, F4-600R (collectively called A300-600), and A310 Series
2002-02-06		Airbus Industrie	A330-243, -341, -342, and -343 Series
2002-02-07		Airbus Industrie	A330 and A340 Series
2002-02-08		Boeing	737-200, -200C, -300, and -500 Series
2002-02-12	S 2000-05-12	Rolls-Royce plc.	Engine: RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36, and RB211-524H-T-36 Turbofan
2002-02-13		CFM International	Engine: CFM56-5 Series Turbofan
2002-03-02	S 98-13-03	British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101
2002-03-05		McDonnell Douglas	DC-8 Series
2002-03-06	S 2001-07-10	McDonnell Douglas	DC-9-81, -82, -83, and -87 Series, MD-88, and MD-90-30 Series
2002-03-07		BAE Systems	BAe 146 and Avro 146-RJ Series
2002-03-08	S 2000-12-02	Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, PW4650, PW4164, PW4168, PW4168A, PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, and PW4098 Turbofan
2002-03-10		BAE Systems	BAe 146 Series and Avro 146-RJ Series
2002-03-11	S 2000-11-27	Airbus Industrie	A319, A320, and A321 Series
2002-03-12		Bombardier	DHC-8-400 Series
2002-03-13		Short Brothers	SD3-60, SD3-60 SHERPA, and SD3-SHERPA Series
2002-03-14		Bombardier	CL-600-2B19 Series
2002-03-15		Dornier Luftfahrt	328-100 and 328-300 Series
2002-04-01	S 97-02-10	McDonnell Douglas	DC-9, DC-9-80, and C-9 Series; MD-88 and MD-90
2002-04-02		Airbus Industrie	A300 F4-605R
2002-04-03		Fokker	F27 Mark 050 Series
2002-04-52	E, S 2002-03-51	Hamilton Sundstrand	Propeller: 568F-1

Biweekly 2002-05

2002-03-08	COR S 2000-12-02	Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, PW4650, PW4164, PW4168, PW4168A, PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090-3, PW4090D, and PW4098 Turbofan
2002-04-05		Airbus	A300 B2-1C, A300 B2-203, A300 B2K-3C, and A300 B4 Series, A300 B4-600 Series, A300 B4-600R Series, A300 F4-605R, A310 Series
2002-04-06		Boeing	727 Series
2002-04-08		Boeing	737-600, -700, -700C, and -800 Series
2002-04-09		BAE Systems	BAe 146 and Avro 146-RJ Series
2002-04-10		Airbus	A319 Series and A320-200 Series
2002-04-11	S 2000-08-10	General Electric	Engine: GE90-76B/ -77B/ -85B/ -90B/ -94B Series
2002-05-01	S 2001-12-23	Boeing	747-100, 747-200, 747-300, 747SP, and 747SR Series
2002-05-02	S 2000-03-03 R1	General Electric	Engine: CF34-3A1 and -3B1 Series Turbofan
2002-05-03	S 2000-08-11	General Electric	Engine: CF6-6, CF6-45, and CF6-50 Series Turbofan
2002-05-51	E, S2002-04-52	Hamilton Sundstrand	Propeller: 568F-1

AD No.	Information	Manufacturer	Applicability

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Biweekly 2002-06

2002-02-05	COR	Airbus	A300 B2 and A300 B4; A300 B4-600, B4-600R, and F4-600R (collectively called A300-600); and Model A310 series
2002-02-12	COR, S 2000-05-12	Rolls-Royce plc	Engine: RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36, and RB211-524H-T-36 turbofan
2002-02-13	COR	CFM International	Engine: CFM56-5 series turbofan
2002-05-07		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2002-06-02		Boeing	747 Series
2002-06-03		Boeing	737-600, -700, -700C and -800 Series
2002-06-05		Transport Category Airplanes Rockwell Collins	Appliance: Mode C 621A-3 Air Traffic Control (ATC) Transponder(s)
2002-06-09		Airbus	A300; A300 B4-600, B4-600R, and F4-600R (collectively called A300-600); and A310 Series
2002-06-51	E	Bombardier	CL-600-2C10 (Regional Jet Series 700 and 701) Series
2002-06-53	E	Airbus	A319, A320, and A321, A330 Series, A340 Series

Biweekly 2002-07

2002-06-06		Rockwell Collins	Appliance: TDR-94 and TDR-94D Mode S transponders
2002-06-07		General Electric Company	Engine: CF6-80E1 series turbofan
2002-06-11		McDonnell Douglas	MD-90-30
2002-06-12		Dassault Aviation	Mystere-Falcon 50 Series
2002-06-13		McDonnell Douglas	MD-90-30
2002-06-14		McDonnell Douglas	DC-10-10, -10F, -15, -30, -30F (KC-10A and KDC-10), -40, and -40F series; and MD-10-10F and MD-10-30F Series
2002-06-15		Boeing	777-200 and -300 Series
2002-06-16		Boeing	767-300
2002-06-51	FR	Bombardier	CL-600-2C10 (Regional Jet Series 700 and 701) Series
2002-07-02		Israel Aircraft Industries, Ltd.	Galaxy airplanes and Model Gulfstream 200 Series
2002-07-03		Fokker Services B.V.	F.28 Series

Biweekly 2002-08

2002-07-04		Pratt & Whitney	Engine: JT9D-7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and 7R4H1 Series Turbofan
2002-07-05		Airbus	A300 B2, A300 B4, A300 B4-600, A300 B4-600R Series, and A300 F4-605R
2002-07-06		McDonnell Douglas	DC-9-10, -20, -30, -40, and -50 Series, and C-9
2002-07-07		Boeing	777-200 Series
2002-07-08	S 97-22-07	Boeing	737-200, -200C, -300, -400, and -500 Series
2002-07-09	S 99-04-22	Boeing	727 Series
2002-07-10		Boeing	737-200, -200C, -300, -400, and -500 Series
2002-07-11		Boeing	737-200 and -200C
2002-07-12	S 2000-08-12	General Electric	Engine: CF6-80A, CF6-80C2, and CF6-80E1 Series Turbofan
2002-08-01		Fairchild Aircraft	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, and SA227-TT
2002-08-02	S 2001-20-14	Fairchild Aircraft	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, SA227-TT, and SA227-TT(300)
2002-08-05		Bombardier	DHC-8-400, -401, and -402 Series
2002-08-06		Boeing	777-200, -300 Series
2002-08-07		Boeing	767-200, -300, and -300F Series
2002-08-51	E	Airbus	A300 B2 and B4 Series
2002-08-52	E	Boeing	737-600, -700, and -700C Series

Biweekly 2002-09

2002-04-11	COR, S 2000-08-10	General Electric	Engine: GE90-76B/ -77B/ -85B/ -90B/ -94B Series Turbofan
2002-06-01	S 2000-10-16	Airbus	A319, A320, and A321 Series
2002-06-53	FR	Airbus	A319, A320, A321, A330, and A340 Series
2002-08-02	COR, S 2001-20-14	Fairchild Aircraft	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC, SA227-AT, SA227-TT, and SA227-TT(300)
2002-08-08		Bombardier	CL-600-2B16 (CL-601-3R), and CL-600-2B16 (CL-604) Series
2002-08-09		McDonnell Douglas	DC-9-31
2002-08-10		Boeing	747 Series

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2002-09 continued

2002-08-11	S 2000-01-13	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 Series Turbofan
2002-08-12		Airbus	A330 and A340 Series
2002-08-13		Airbus	A319, A320, and A321 Series
2002-08-14		Airbus	A300 B2, B4, A300 B4-600, B4-600R, F4-600R (collectively called A300-600), and A310 Series
2002-08-15		Boeing	767 Series
2002-08-17		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, and DC-10-30F (KC10A and KDC-10)
2002-08-18		Embraer	EMB-135 and -145 Series
2002-08-20		Boeing	737-600, -700, -700C, and -800 Series
2002-08-21	S 2001-17-04	Embraer	EMB-135 and -145 Series
2002-08-51	FR	Airbus	A300 B2 and B4 Series
2002-08-52	FR	Boeing	737-600, -700, -700C Series
2002-09-01		Pratt & Whitney	Engine: PW4090, PW4090-3, PW4074D, PW4077D, PW4090D, and PW4098 Turbofan
2002-09-02		Rolls-Royce, plc	Engine: Tay 650-15 and 651-54 Turbofan
2002-09-05		Bombardier	CL-600-2B19 Series
2002-09-06		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and MD-88
2002-09-07		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and MD-88

Biweekly 2002-10

2002-07-09	COR, S 99-04-22	Boeing	727 Series
2002-09-10		CFE Company	Engine: CFE738-1-1B Turbofan
2002-10-01		McDonnell Douglas	MD-90-30
2002-10-02		Boeing	757 Series
2002-10-03		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and Model MD-90-30
2002-10-04		General Electric Company	Engine: CF6-80E1A2

Biweekly 2002-11

2002-08-06	COR	Boeing	777-200 and -300 Series
2002-10-06		Airbus	A319, A320, and A321 Series
2002-10-07		Pratt & Whitney	Engine: JT9D-59A, -70A, -7Q, and -7Q3 Turbofan
2002-10-08		General Electric	Engine: CF6-80E1 Series
2002-10-09		Gulfstream Aerospace	Galaxy and Gulfstream 200
2002-10-10	S 93-08-12	Boeing	747 Series
2002-10-11	S 84-20-03 R1	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2002-10-12		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2002-10-15		Rolls-Royce plc	Engine: RB211 Trent 875, 877, 884, 892, 892B, and 895 Series Turbofan

Biweekly 2002-12

2002-08-19	S 2002-06-51	Bombardier	CL-600-2C10 (Regional Jet Series 700 and 701) Seires
2002-11-04	S 97-16-06	Airbus	A300 B4-600, A300 B4-600R Series, and A300 F4-605R
2002-11-06	S 2000-19-08	Boeing	777 Series
2002-11-08		Rolls-Royce plc	Engine: RB211 Trent 875, 877, 884, 892, 892B, and 895 series Turbofan
2002-11-11		Boeing	767-200, -300, and -300F Series
2002-12-01		BAe Systems	Jetstream 4101
2002-12-05		Boeing	767 Series
2002-12-06	S 2000-21-09	Pratt & Whitney	Engine: PW2037, PW2040, PW2037M, PW2240, PW2337, PW2043, PW2643, and PW2143 series Turbofan
2002-12-08		Honeywell International	Engine: ALF502 and LF507 Series Turbofan

BW 2002-12

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2002-08-19 Bombardier, Inc. (Formerly Canadair): Amendment 39-12731. Docket 2002-NM-99-AD. Supersedes AD 2002-06-51, Amendment 39-12688.

Applicability: Model CL-600-2C10 (Regional Jet Series 700 and 701) series airplanes, serial numbers 10005 and subsequent; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (k) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flight crew has the procedures necessary to address uncommanded fuel transfer between the wing fuel tanks and the center fuel tank; and to detect and correct discrepancies in the fuel distribution system for the center tank, which could cause the center tank to overfill and fuel to leak from the center tank vent system or to become inaccessible, and could result in engine fuel starvation; accomplish the following:

Restatement of Requirements of AD 2002-06-51

Revision of Airplane Flight Manual (AFM)

(a) For airplanes having serial numbers 10005 through 10039: Within 2 days after April 2, 2002 (the effective date of AD 2002-06-51, amendment 39-12688), revise the Limitations and Abnormal Procedures sections of Canadair Regional Jet Series 700 of FAA-approved AFM CSP B-012 to include the following information included in paragraphs (a)(1) and (a)(2) of this AD (this may be accomplished by inserting a copy of this AD into the AFM):

(1) Revise the "Limitations–Power Plant," Paragraph 6, "Fuel" to include the following information, per Canadair Temporary Revision (TR) RJ 700/23-1, dated March 7, 2002:

"Dispatch with the fuel quantity gauging system inoperative is prohibited."

(2) Revise the "Abnormal Procedures–Fuel," Paragraph H, "L or R Main Ejector" to include the following information, per Canadair TR RJ 700/23-1, dated March 7, 2002:

"H. L or R MAIN EJECTOR	
(1) Left and right boost pumps	Confirm operating
(2) Affected engine instruments	Monitor
(3) Fuel tank quantity	Monitor and balance, if required
If centre tank quantity increases abnormally (by more than 227 kg (500 lb)):	
(4) Land at the nearest suitable airport	
If centre tank quantity continues to increase (by more than 454 kg (1000 lb)):	
(5) Affected engine thrust	IDLE
(6) Consider shutting down affected engine to prevent centre tank transfer. • Ensure both BOOST PUMPs are operating.	
If centre tank quantity further continues to increase (by more than 680 kg (1500 lb)):	
(7) Land immediately at the nearest suitable airport."	

Revision of Minimum Equipment List (MEL)

(b) For airplanes having serial numbers 10005 through 10039: Within 2 days after April 2, 2002, remove the relieving requirements specified in MEL CL-600-2C10 for the following items:

(1) Transfer Ejectors (Center Tank) (Ref. Master Minimum Equipment List (MMEL) Item 28-13-07).

(2) Fuel Transfer shutoff valves (SOV) (Center Tank) (Ref. MMEL Item 28-13-08).

(3) Xflow Pump (Ref. MMEL Item 28-13-10).

(4) Engine Indication and Crew Alerting System (EICAS) Fuel Tank Quantity Readouts (Left, Right, and Total) (Ref. MMEL Item 28-41-01).

(5) EICAS Center and Total Fuel Tank Quantity Readouts (Ref. MMEL Item 28-41-02).

(6) Fuel Computer Channels (Ref. MMEL Item 28-41-03).

Operational Limitation

(c) For airplanes having serial numbers 10005 through 10039: Within 2 days after April 2, 2002, revise the Limitations section of Canadair Regional Jet Series 700 of FAA-approved AFM CSP B-012 to limit operation of the airplane to flight within 60 minutes of a suitable alternative airport. This action may be accomplished by inserting a copy of this AD into the Limitations section of the AFM.

Operational Requirements

(d) For airplanes having serial numbers 10005 through 10039: Within 2 days after April 2, 2002, revise the Limitations section of Canadair Regional Jet Series 700 of FAA-approved AFM CSP B-012 to specify that, prior to each further flight, the normal mission fuel requirements are increased by 3,000 pounds. This action may be accomplished by inserting a copy of this AD into the Limitations section of the AFM.

New Requirements of This AD

Revision of Airplane Flight Manual (AFM)

(e) For airplanes other than those identified in paragraph (a) of this AD: Within 2 days after the effective date of this AD, revise the Limitations and Abnormal Procedures sections of Canadair Regional Jet Series 700 of FAA-approved AFM CSP B-012 to include the following information included in paragraphs (e)(1) and (e)(2) of this AD (this may be accomplished by inserting a copy of this AD into the AFM):

(1) Revise the "Limitations–Power Plant," Paragraph 6, "Fuel" to include the following information, per Canadair Temporary Revision (TR) RJ 700/23-1, dated March 7, 2002:

"Dispatch with the fuel quantity gauging system inoperative is prohibited."

(2) Revise the "Abnormal Procedures–Fuel," Paragraph H, "L or R Main Ejector" to include the following information, per Canadair TR RJ 700/23-1, dated March 7, 2002:

"H. L or R MAIN EJECTOR

(1) Left and right boost pumps	Confirm operating
(2) Affected engine instruments	Monitor
(3) Fuel tank quantity	Monitor and balance, if required
If centre tank quantity increases abnormally (by more than 227 kg (500 lb)):	
(4) Land at the nearest suitable airport.	
If centre tank quantity continues to increase (by more than 454 kg (1000 lb)):	
(5) Affected engine thrust	IDLE
(6) Consider shutting down affected engine to prevent centre tank transfer.	
• Ensure both BOOST PUMPs are operating.	
If centre tank quantity further continues to increase (by more than 680 kg (1500 lb)):	
(7) Land immediately at the nearest suitable airport."	

Revision of Minimum Equipment List (MEL)

(f) For airplanes other than those identified in paragraph (b) of this AD: Within 2 days after the effective date of this AD, remove the relieving requirements specified in MEL CL-600-2C10 for the following items.

(1) Transfer Ejectors (Center Tank) (Ref. Master Minimum Equipment List (MMEL) Item 28-13-07).

(2) Fuel Transfer shutoff valves (SOV) (Center Tank) (Ref. MMEL Item 28-13-08).

(3) Xflow Pump (Ref. MMEL Item 28-13-10).

(4) Engine Indication and Crew Alerting System (EICAS) Fuel Tank Quantity Readouts (Left, Right, and Total) (Ref. MMEL Item 28-41-01).

(5) EICAS Center and Total Fuel Tank Quantity Readouts (Ref. MMEL Item 28-41-02).

(6) Fuel Computer Channels (Ref. MMEL Item 28-41-03).

Operational Limitation

(g) For airplanes other than those identified in paragraph (c) of this AD: Within 2 days after the effective date of this AD, revise the Limitations section of Canadair Regional Jet Series 700 of FAA-approved AFM CSP B-012 to limit operation of the airplane to flight within 60 minutes of a suitable alternative airport. This action may be accomplished by inserting a copy of this AD into the Limitations section of the AFM.

Operational Requirements

(h) For airplanes other than those identified in paragraph (d) of this AD: Within 2 days after the effective date of this AD, revise the Limitations section of Canadair Regional Jet Series 700 of FAA-approved AFM CSP B-012 to specify that, prior to each further flight, the normal mission fuel requirements are increased by 3,000 pounds. This action may be accomplished by inserting a copy of this AD into the Limitations section of the AFM.

Modification

(i) For airplanes having serial numbers 10005 through 10039 inclusive: Within 200 flight hours after the effective date of this AD, modify the fuel distribution system for the center tank per CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-007, Revision B, dated March 18, 2002.

(1) Install new brackets, part numbers (P/N) KBA670-62010-1 and P/N KBA670-62010-2; and attach ejectors with new P-clamps.

(2) Replace existing couplings (four in total), P/N B0305025A24, with new couplings, P/N B0305072-24DE.

(3) Relocate brackets, P/N CC670-62278-1 and P/N CC670-62278-2.

Note 2: Modifications accomplished prior to the effective date of this AD per CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-007, original issue, dated March 12, 2002; or Revision A, dated March 15, 2002; are considered acceptable for compliance with the applicable action specified in this AD.

Inspection and Corrective Actions

(j) For airplanes having serial numbers 10005 and subsequent: Accomplish a one-time detailed inspection of the motive flow line and fuel feed line in the fuel distribution system for the center tank to detect any discrepancy (including misalignment, pre-loading, or damage) per CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-005, Revision B, dated March 21, 2002, including Appendix A, dated February 8, 2002; at the time specified in paragraph (j)(1) or (j)(2) of this AD, as applicable. If any discrepancy is found, before further flight, replace any part that exceeds the limit in the alert service bulletin; and correct any misalignment of parts; per the alert service bulletin.

(1) For airplanes on which the detailed inspection required by paragraph (j) of this AD has been accomplished per CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-005, original issue, dated February 8, 2002; or Revision A, dated March 12, 2002; prior to the effective date of this AD: Do the inspection within 400 flight hours after performing the most recent detailed inspection, or within 200 flight hours after the effective date of this AD, whichever occurs later.

(2) For airplanes other than those identified in paragraph (j)(1) of this AD: Do the inspection within 400 flight hours after the effective date of this AD.

Note 3: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Alternative Methods of Compliance

(k) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

Special Flight Permits

(l) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished. The operational limitations and requirements of paragraphs (c) and (d) of this AD will be applicable to all special flight permits.

Incorporation by Reference

(m) Except as provided by paragraphs (a) through (h) of this AD, the actions shall be done in accordance with Canadair Temporary Revision RJ 700/23-1, dated March 7, 2002; CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-005, Revision B, dated March 21, 2002, including Appendix A, dated February 8, 2002; and CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-007, Revision B, dated March 18, 2002; as applicable. CRJ700 (Bombardier) Alert Service Bulletin A670BA-28-005, Revision B, dated March 21, 2002, contains the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
1-36	B	March 21, 2002.
Appendix A		
A1, A2	Original	February 8, 2002.

(The manufacturer's name is indicated only on page 1 of the service bulletins; no other pages of these documents contain this information.) This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier, Inc., Canadair Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 5: The subject of this AD is addressed in Canadian airworthiness directive CF-2002-22, dated March 22, 2002.

Effective Date

(n) This amendment becomes effective on May 28, 2002.

FOR FURTHER INFORMATION CONTACT: James Delisio, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7521; fax (516) 568-2716.

Issued in Renton, Washington, on May 7, 2002.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-11942 Filed 5-10-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-12

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2002-11-04 Airbus Industrie: Amendment 39-12765. Docket 99-NM-322-AD. Supersedes AD 97-16-06, Amendment 39-10097.

Applicability: All Model A300 B4-600 and A300 B4-600R series airplanes, and all Model A300 F4-605R airplanes; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the forward fitting of fuselage frame FR47, which could result in reduced structural integrity of the frame, accomplish the following:

Inspections

(a) Perform a rotating probe inspection to detect cracking of the applicable attachment holes on the left and right internal angles of the wing center box, in accordance with Airbus Service Bulletin A300-57-6049, Revision 4, dated July 27, 2000. Do the inspection at the applicable time specified by paragraph 1.A.(2), Planning Information, of the service bulletin, except as required by paragraph (e) of this AD. Repeat the inspection thereafter at intervals not to exceed the applicable interval specified in the service bulletin, except that all touch-and-go landings must be counted in determining the total number of flight cycles between consecutive inspections.

(1) If no cracking is found: Prior to further flight, install new fasteners in accordance with the service bulletin.

(2) If any cracking is found: Prior to further flight, perform applicable corrective actions (including reaming, drilling, drill-stopping holes, chamfering, performing follow-on inspections, and installing new or oversize fasteners) in accordance with the service bulletin, except as required by paragraph (d) of this AD.

(b) Perform a rotating probe inspection to detect cracking of the applicable attachment holes in the horizontal flange of the internal corner angle fitting of frame FR47, in accordance with Airbus Service Bulletin A300-57-6086, dated June 6, 2000. Do the inspection at the applicable time specified by the service bulletin, except as required by paragraph (e) of this AD. Repeat the inspection thereafter at intervals not to exceed the applicable interval specified in the service bulletin, except that all touch-and-go landings must be counted in determining the total number of flight cycles between consecutive inspections.

(1) If no cracking is detected: Prior to further flight, install new fasteners in accordance with the service bulletin.

(2) If any cracking is detected: Prior to further flight, perform applicable corrective actions (including inspecting hole T, reaming the holes, and installing oversize fasteners) in accordance with the service bulletin, except as required by paragraph (d) of this AD.

Modification

(c) Modify the left and right internal angle fittings of the wing center box. The modification includes performing a rotating probe inspection to detect cracking, repairing cracks, cold expanding holes, and installing medium interference fitting bolts. Perform the modification in accordance with and at the applicable time specified by paragraph 1.B.(4), Accomplishment Timescale, of Airbus Service Bulletin A300-57-6050, Revision 02, dated February 10, 2000; except as required by paragraphs (d) and (e) of this AD.

Note 2: Modification prior to the effective date of this AD in accordance with Airbus Service Bulletin A300-57-6050, dated September 9, 1994, or Revision 01, dated May 31, 1999, is acceptable for compliance with the requirements of paragraph (c) of this AD.

Exceptions to Specifications in Service Bulletins

(d) If any crack is detected during any inspection required by paragraph (b) or (c) of this AD, and the applicable service bulletin specifies to contact the manufacturer for disposition of certain corrective actions: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the Direction Generale de l'Aviation Civile (DGAC) (or its delegated agent).

(e) Where the service bulletins specified in paragraphs (a), (b), and (c) of this AD specify a grace period relative to receipt of the service bulletin, this AD requires compliance within the applicable grace period following the effective date of this AD, if the threshold has been exceeded.

Alternative Methods of Compliance

(f)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

(2) Alternative methods of compliance, approved previously in accordance with AD 97-16-06, amendment 39-10097, are approved as alternative methods of compliance with the applicable requirements of this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(g) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(h) Except as required by paragraph (d) of this AD: The actions shall be done in accordance with Airbus Service Bulletin A300-57-6049, Revision 4, dated July 27, 2000; Airbus Service Bulletin A300-57-6086, dated June 6, 2000; and Airbus Service Bulletin A300-57-6050, Revision 02, dated February 10, 2000; as applicable. Revision 02 of Airbus Service Bulletin A300-57-6050 contains the following effective pages:

Page number	Revision level shown on page	Date shown on page
1, 4, 8, 9, 17–32, 41, 42, 57, 58, 61–63, 75, 77	02	February 10, 2000.
2, 3, 5–7, 10–12, 33, 34, 37, 38, 47, 59, 60, 76	01	May 31, 1999.
13–16, 35, 36, 39, 40, 43–46, 48–56, 64–74	Original	September 9, 1994.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directive 2000-533-328(B), dated December 27, 2000.

Effective Date

(i) This amendment becomes effective on July 8, 2002.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

Issued in Renton, Washington, on May 22, 2002.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-13422 Filed 5-31-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-12

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2002-11-06 Boeing: Amendment 39-12767. Docket 2001-NM-35-AD. Supersedes AD 2000-19-08, Amendment 39-11909.

Applicability: Model 777 series airplanes, line numbers 1 through 369 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracking or missing pieces of the cove skin, or undersized seal inserts installed in the spanwise bulb seals, on the outboard leading edge slats on the wings, which could result in skin separation or structural damage to the leading edge slats and consequent reduced controllability of the airplane, accomplish the following:

Restatement of Requirements of AD 2000-19-08

Inspection

(a) For airplanes having line numbers 2 through 265 inclusive: At the applicable time specified by paragraph (a)(1) or (a)(2) of this AD, perform detailed inspections to detect cracking of the cove skin on the outboard leading edge slats of the left and right wings at slat numbers 1 through 6 inclusive, and 9 through 14 inclusive; in accordance with Boeing Alert Service Bulletin 777-57A0034, Revision 2, dated November 19, 1998; Revision 3, dated May 4, 2000; Revision 4, dated July 20, 2000; or Revision 5, dated January 25, 2001. Repeat the inspections thereafter at intervals not to exceed 100 flight cycles or 400 flight hours, whichever occurs first.

(1) For airplanes on which the repetitive inspections required by paragraph (a) of AD 99-04-19 HAVE been initiated prior to October 10, 2000 (the effective date of AD 2000-19-08, amendment 39-11909): Inspect at the earlier of the times specified by paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Within 350 flight cycles after the most recent inspection.

(ii) At the later of the times specified by paragraphs (a)(1)(ii)(A) and (a)(1)(ii)(B) of this AD.

(A) Within 100 flight cycles or 400 flight hours, whichever occurs first, after the most recent inspection.

(B) Within 30 days after October 10, 2000.

(2) For airplanes on which the repetitive inspections required by paragraph (a) of AD 99-04-19 have NOT been initiated prior to October 10, 2000: Inspect at the earlier of the times specified by paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Prior to the accumulation of 500 total flight cycles.

(ii) Prior to the accumulation of 2,000 total flight hours, or within 30 days after October 10, 2000, whichever occurs later.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Corrective Action

(b) If any cracking is detected during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish all applicable corrective actions specified by and in accordance with Boeing Alert Service Bulletin 777-57A0034, Revision 2, dated November 19, 1998; Revision 3, dated May 4, 2000; Revision 4, dated July 20, 2000; or Revision 5, dated January 25, 2001. The corrective actions include stop drilling and repairing the crack and performing detailed inspections, slat adjustment checks, and replacement of the slats. Where the alert service bulletin specifies to contact Boeing for appropriate action: Prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD. After October 10, 2000, only Revision 4 or 5 of the alert service bulletin may be used.

Optional Modification

(c) Accomplishment of the actions specified by paragraphs (c)(1) and (c)(2) of this AD extends the repetitive inspection interval specified by paragraph (a) of this AD to 8,000 flight cycles.

(1) Install a seal insert into the spanwise bulb seals for the slats in accordance with Part 4 of Boeing Alert Service Bulletin 777-57A0034, Revision 3, dated May 4, 2000; Revision 4, dated July 20, 2000; or Revision 5, dated January 25, 2001.

(2) Within 750 days or 4,000 flight cycles, whichever occurs first, after installing the seal insert as specified by paragraph (c)(1) of this AD: Perform a detailed inspection of the interior structure of the cove skin at slat numbers 1 through 6 inclusive, and 9 through 14 inclusive, in accordance with Part 2 of the Accomplishment Instructions of the alert service bulletin.

New Requirements of This AD

Repetitive Inspections (Certain Airplanes)

(d) For airplanes having line numbers 1 and 266 and subsequent: Prior to the accumulation of 8,000 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later, perform a detailed inspection to detect cracking of the cove skin on the outboard leading edge slats of the left and right wings at slat numbers 1 through 6 inclusive, and 9 through 14 inclusive; in accordance with Boeing Alert Service Bulletin 777-57A0034, Revision 5, dated January 25, 2001. Repeat the inspection thereafter at intervals not to exceed 8,000 flight cycles.

Corrective Action

(e) If any cracking is detected during any inspection required by paragraph (d) of this AD, prior to further flight, accomplish all applicable corrective actions specified by and in accordance with Boeing Alert Service Bulletin 777-57A0034, Revision 5, dated January 25, 2001. The corrective actions include stop drilling and repairing the crack and performing detailed inspections, slat adjustment checks, and replacement of the slats. Where the alert service bulletin specifies to contact Boeing for appropriate action: Prior to further flight, repair in accordance with a method approved by the Manager, Seattle ACO. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

One-Time Inspection–Undersized Seal Inserts

(f) For airplanes on which the optional modification described in paragraph (c) of this AD was accomplished prior to the effective date of this AD, in accordance with Part 4 of Boeing Alert Service Bulletin 777-57A0034, Revision 3, dated May 4, 2000; or Revision 4, dated July 20, 2000, using kits shipped before October 6, 2000: Within 500 flight cycles after the effective date of this AD, do a one-time detailed inspection for undersized seal inserts installed in the spanwise bulb seals of slat numbers 4, 5, 10, and 11, in accordance with Part 5 of Boeing Alert Service Bulletin 777-57A0034, Revision 5, dated January 25, 2001.

Note 3: An inspection accomplished prior to the effective date of this AD in accordance with Boeing Telegraphic Message M-7200-00-02516, "Incorrect Insert Part Numbers in SB 777-57A0034," dated October 13, 2000, is considered acceptable for compliance with paragraph (f) of this AD.

(1) For any seal insert of the correct size as specified in Revision 5 of the service bulletin: No further action is required by this paragraph.

(2) For any undersized seal insert as specified in Revision 5 of the service bulletin, or for any seal insert that cannot be conclusively determined to be of correct size: Prior to further flight, replace the existing seal assembly with a new seal assembly, in accordance with Revision 5 of the service bulletin.

Spares

(g) As of the effective date of this AD, no one may install a seal insert into the spanwise bulb seals of slat numbers 4, 5, 10, and 11, unless it is inspected in accordance with Part 4 of Boeing Alert Service Bulletin 777-57A0034, Revision 5, dated January 25, 2001, and found to be of correct size.

Alternative Methods of Compliance

(h)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 99-04-19, amendment 39-11044, are approved as alternative methods of compliance with paragraph (b) of this AD.

Special Flight Permits

(i) Special flight permits may be issued in accordance with Secs. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(j) Except as provided by paragraphs (b) and (e) of this AD: The actions shall be done in accordance with Boeing Alert Service Bulletin 777-57A0034, Revision 2, dated November 19, 1998; Boeing Alert Service Bulletin 777-57A0034, Revision 3, dated May 4, 2000; Boeing Alert Service Bulletin 777-57A0034, Revision 4, dated July 20, 2000; or Boeing Alert Service Bulletin 777-57A0034, Revision 5, dated January 25, 2001; as applicable.

(1) The incorporation by reference of Boeing Alert Service Bulletin 777-57A0034, Revision 5, dated January 25, 2001, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Alert Service Bulletin 777-57A0034, Revision 3, dated May 4, 2000; and Boeing Alert Service Bulletin 777-57A0034, Revision 4, dated July 20, 2000; was approved previously by the Director of the Federal Register as of October 10, 2000 (65 FR 57282, September 22, 2000).

(3) The incorporation by reference of Boeing Alert Service Bulletin 777-57A0034, Revision 2, dated November 19, 1998, was approved previously by the Director of the Federal Register as of March 8, 1999 (64 FR 8230, February 19, 1999).

(4) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(k) This amendment becomes effective on July 10, 2002.

FOR FURTHER INFORMATION CONTACT: Suzanne Masterson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2772; fax (425) 227-1181.

Issued in Renton, Washington, on May 23, 2002.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-13608 Filed 6-4-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-12

ROLLS-ROYCE PLC
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2002-11-08 Rolls-Royce plc: Amendment 39-12769. Docket No. 2001-NE-17-AD.

Applicability

This airworthiness directive (AD) is applicable to Rolls-Royce plc. (RR) RB211 Trent 875, 877, 884, 892, 892B, and 895 series turbofan engines with low pressure compressor (LPC) fan blades, part numbers (P/N's) FK30838, FK30840, FK30842, FW12960, FW12961, FW12962, and FW13175, installed. These engines are installed on, but not limited to, Boeing Company 777 series airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.
To prevent multiple LPC fan blade failures due to cracks, which could result in uncontained engine failure and possible damage to the airplane, do the following:

(a) Ultrasonic-inspect and disposition the dovetail roots of LPC fan blades, P/N's FK30838, FK30840, FK30842, FW12960, FW12961, FW12962, and FW13175, that are removed from the engine, in accordance with 3.A.(1) through 3.A.(5) or, for blades that are not removed from the engine, in accordance with 3.B.(1) through 3.B.(5) of the Accomplishment Instructions of RR service bulletin (SB) RB.211-72-D344, Revision 4, dated March 15, 2002.

(b) For blades P/N's FK30838, FK30840, and FK30842, that have not been relubricated using either RR SB RB.211-72-D344 or RB.211-72-D347, during any interval exceeding 600 cycles-since-new (CSN) or cycles-since-rework (CSR), inspect in accordance with paragraph (a) of this AD and within the compliance times specified in the following Table 1:

TABLE 1

Engine series	Boeing 777 series (IGW)	Airplane maximum gross weight (times 1000 pounds)	Initial inspection (CSN)	Repetitive inspection (cycles-since-last-inspection (CSLI)
(1) -892	-300	(i) 660 and 632.5	600	80
		(ii) 580	2,000	600
(2) -884, -892, -892B, and -895	-200 with IGW	(i) 632.5 and 648	1,200	100
		(ii) 656	600	80
		(iii) 555	2,000	600
(3) -875	-200	535	2,000	600
(4) -877	-200	545	2,000	600

(c) For blades P/N's FK30838, FK30840, and FK30842, that have been relubricated at intervals not exceeding 600 CSN or CSR using either RR SB RB.211-72-D344 or SB RB.211-72-D347, inspect in accordance with paragraph (a) of this AD and within the compliance times specified in the following Table 2:

TABLE 2

Engine series	Boeing 777 series (IGW)	Airplane maximum gross weight (times 1000 pounds)	Initial inspection (CSN)	Repetitive inspection (cycles-since-last-inspection (CSLI)
(1) -892	-300	(i) 660 and 632.5	600	80
		(ii) 580	2,400	600
(2) -884, -892, -892B, and -895	-200 with IGW	(i) 632.5 and 648	2,400	100
		(ii) 656	600	80
		(iii) 555	2,400	600
(3) -875	-200	535	2,400	600
(4) -877	-200	545	2,400	600

(d) For blades P/N's FW12960, FW12961, FW12962, and FW13175, either new or reworked to that configuration at greater than 600 CSN or since previous rework, or that have not been relubricated during any interval exceeding 600 CSN or CSR using either RR SB RB.211-72-D344 or RB.211-72-D347 requirements, inspect in accordance with paragraph (a) of this AD and within the compliance times specified in the following Table 3:

TABLE 3

Engine series	Boeing 777 series (IGW)	Airplane maximum gross weight (times 1000 pounds)	Initial inspection (CSN)	Repetitive inspection (CSLI)
(1) -892	-300	(i) 660 and 632.5	600	100
		(ii) 580	2,000	600
(2) -884, -892, -892B, and -895	-200 with IGW	(i) 632.5 and 648	1,200	125
		(ii) 656	600	100
		(iii) 555	2,000	600
(3) -875	-200	535	2,000	600
(4) -877	-200	545	2,000	600

(e) For blades P/N's FW12960, FW12961, FW12962, and FW13175, either new or reworked to that configuration at fewer than 600 CSN or since previous rework, and that have been relubricated using either RR SB RB.211-72-D344 or SB RB.211-72-D347 at intervals not exceeding 600 CSN or repetitive lubrication, inspect in accordance with paragraph (a) of this AD and within the compliance times specified in the following Table 4:

TABLE 4

Engine series	Boeing 777 series (IGW)	Airplane maximum gross weight (times 1000 pounds)	Initial inspection (CSN)	Repetitive inspection (CSLI)
(1) -892	-300	(i) 660 and 632.5 (ii) 580	600 2,400	100 1,200
(2) -884, -892, -892B, and -895	-200 with IGW	(i) 632.5 and 648 (ii) 656 (iii) 555	2,400 600 2,400	125 100 1,200
(3) -875	-200	535	2,400	1,200
(4) -877	-200	545	2,400	1,200

(f) When engines containing blades P/N's FK30838, FK30840, FK30842, FW12960, FW12961, FW12962, and FW13175 are moved from one gross weight category to another, the inspection schedule that is applicable to the higher gross weight category must be used.

Optional Terminating Action

(g) Replacement of LPC fan blades P/N's FK30838, FK30840, FK30842, FW12960, FW12961, FW12962, and FW13175 with a complete set of LPC fan blades that have a P/N that is not listed in this AD constitutes terminating action for the repetitive inspection requirements of paragraphs (a) through (e) of this AD.

Alternative Methods of Compliance

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(i) Special flight permits may be issued in accordance with Secs. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated By Reference

(j) The inspection must be done in accordance with Rolls-Royce plc. (RR) service bulletin RB.211-72-D344, Revision 4, dated March 15, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc P.O. Box 31, Derby DE24 6BJ, UK; Telephone 44 (0) 1332 242424; fax 44 (0) 1332 249936. Copies may be inspected, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in CAA airworthiness directive 001-02-2001, dated February 2, 2000.

Effective Date

(k) This amendment becomes effective on June 21, 2002.

FOR FURTHER INFORMATION CONTACT: Keith Mead, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7744; fax (781) 238-7199.

Issued in Burlington, Massachusetts, on May 27, 2002.
Mark C. Fulmer,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 02-13885 Filed 6-5-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-12

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2002-11-11 Boeing: Amendment 39-12772. Docket 2002-NM-133-AD.

Applicability: Model 767-200, -300, and -300F series airplanes with non-fully-enclosed cargo floors in the lower cargo areas; certificated in any category. A fully enclosed cargo floor is a floor with panels installed between all roller trays in the cargo compartment. A non-fully-enclosed cargo floor is a floor without panels installed between all roller trays in the cargo compartment.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a fire in the airplane due to overheating of heater tape on potable water lines and drain lines, which may ignite combustible debris or contaminants which have accumulated on or near the potable water and drain lines, accomplish the following:

Compliance Time

(a) Within 18 months after date of delivery of the airplane, or within 90 days after the effective date of this AD, whichever occurs later: Accomplish paragraphs (b) and (c) of this AD.

Removal of Debris

(b) Perform a one-time general visual inspection for foreign object debris (FOD) or contamination in visually accessible areas on or near potable water and drain lines located below the cargo floor in the forward and aft cargo compartments, in accordance with Boeing Alert Service Bulletin 767-30A0037, dated May 28, 2002. If FOD or contamination is observed on or near the potable water or drain lines, prior to further flight, remove it in accordance with the service bulletin.

Note 2: The visual inspection of potable water and drain lines in visually accessible areas does not require removal of floor panels.

Note 3: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Inspection of Potable Water and Drain Lines

(c) As indicated in paragraphs (c)(1) and (c)(2) of this AD, perform a general visual inspection of visually accessible areas for discrepancies of potable water and drain lines located below the cargo floor in the forward and aft cargo compartments, in accordance with Boeing Alert Service Bulletin 767-30A0037, dated May 28, 2002.

(1) Inspect potable water and drain lines for indications of overheating of the heater tape, such as localized darkening of foam insulation or protective tape. If such an indication of overheating is observed, prior to further flight, replace the defective heater tape in accordance with the service bulletin, removing floor panels as necessary to replace the defective heater tape.

(2) Inspect potable water and drain lines for missing or damaged protective tape and exposed foam insulation. If exposed foam insulation is observed, prior to further flight, cover the foam insulation with a continuous wrap of protective tape, in accordance with the service bulletin. If protective tape is observed to be missing or damaged, prior to further flight, replace the protective tape in accessible areas in accordance with the service bulletin. It is not necessary to remove floor panels to replace the protective tape.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with Secs. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions shall be done in accordance with Boeing Alert Service Bulletin 767-30A0037, dated May 28, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(g) This amendment becomes effective on June 24, 2002.

FOR FURTHER INFORMATION CONTACT: Donald Eiford, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2788; fax (425) 227-1181.

Issued in Renton, Washington, on May 29, 2002.
Vi L. Lipski,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-14129 Filed 6-6-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-12

BAE SYSTEMS (OPERATIONS)
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2002-12-01 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-12773. Docket 2001-NM-151-AD.

Applicability: Model Jetstream 4101 airplanes, as listed in BAE Systems (Operations) Limited (Jetstream) Service Bulletin J41-32-075, dated April 18, 2001, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent damage to the capsule in the upper and lower bearings of the shortening mechanism of the nose landing gear, which could result in inability to extend the nose landing gear in normal or emergency situations, and consequent injury to passengers and flight crew, accomplish the following:

Functional Test/Corrective Action

(a) Within 300 flight hours or 60 days after the effective date of this AD, whichever comes first: Do a functional test of the shortening mechanism of the nose landing gear for free movement of the capsule in the upper and lower bearings, according to APPH Precision Hydraulics Service Bulletin AIR83586-32-16, dated February 2001. If the capsule does not move freely, before further flight, do the actions specified in paragraph (a)(1) or (a)(2) of this AD, as applicable. If the capsule moves freely, no further action is required by this paragraph.

(1) Rework according to APPH Precision Hydraulics Service Bulletin AIR83586-32-16, dated February 2001.

(2) If the rework is not done, before further flight, do a full functional test of the extension/retraction system of the nose landing gear according to BAE Systems (Operations) Limited (Jetstream) Service Bulletin J41-32-075, dated April 18, 2001, or Revision 1, dated May 18, 2001; and do the actions specified in paragraph (a)(1)(i) or (a)(2)(ii) of this AD, as applicable.

(i) If the nose landing gear extends and retracts correctly, repeat the full functional test every 50 flight hours according to the service bulletin. Within 300 flight hours after the initial test, do the requirements in paragraph (a)(1) of this AD, which ends the repetitive testing specified in this paragraph.

(ii) If the nose landing gear does not extend and retract correctly, before further flight, replace the nose landing gear with new landing gear according to the service bulletin.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with APPH Precision Hydraulics Service Bulletin AIR83586-32-16, dated February 2001; and BAE Systems (Operations) Limited (Jetstream) Service Bulletin J41-32-075, dated April 18, 2001; or BAE Systems (Operations) Limited (Jetstream) Service Bulletin J41-32-075, Revision 1, dated May 18, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(e) This amendment becomes effective on July 16, 2002.

FOR FURTHER INFORMATION CONTACT: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1175; fax (425) 227-1149.

Issued in Renton, Washington, on June 3, 2002.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-14410 Filed 6-10-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-12

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2002-12-05 Boeing: Amendment 39-12777. Docket 2000-NM-382-AD.

Applicability: Model 767 series airplanes, line numbers 1 through 62; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct broken rivets in the nose wheel well side panels and top panel, which could impair the function of the nose landing gear and cause fatigue cracks in the nose wheel well side panel and top panel webs, which could result in rapid cabin depressurization during flight, accomplish the following:

Initial and Repetitive Inspections

(a) Within 18 months or 3,000 flight cycles after the effective date of this AD, whichever occurs first: Perform a detailed inspection of the nose wheel well side panels for broken rivets, in accordance with Boeing Service Bulletin 767-53A0090, Revision 1, dated September 14, 2000.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Note 3: Inspections, replacement, and repairs performed prior to the effective date of this AD in accordance with Boeing Service Bulletin 767-53A0090, dated August 3, 2000, are considered acceptable for compliance with the applicable actions specified in this amendment.

(1) If no broken rivets are detected: No further action is required as part of the initial inspection. Repeat the inspection at intervals not to exceed 18 months or 3,000 flight cycles, whichever occurs first.

(2) If broken rivets are detected, but they do not include two or more adjacent rivets: Prior to further flight, replace the broken rivets with bolts in accordance with the service bulletin. Repeat the inspection at intervals not to exceed 18 months or 3,000 flight cycles, whichever occurs first.

(3) If two or more adjacent broken rivets are detected: Prior to further flight, perform a secondary inspection as specified in paragraph (c) of this AD.

Optional Terminating Action

(b) Replacement of all the rivets with bolts in accordance with Figure 5 of Boeing Service Bulletin 767-53A0090, Revision 1, dated September 14, 2000, terminates the repetitive inspection required by paragraph (a) of this AD.

Secondary Inspections

(c) If two or more adjacent broken rivets are found during any inspection required by paragraph (a) of this AD: Prior to further flight, perform a detailed inspection of the side panels and the top panel of the nose wheel well for cracks or broken rivets, in accordance with Boeing Service Bulletin 767-53A0090, Revision 1, dated September 14, 2000.

(1) If no cracks or additional broken rivets are found: Prior to further flight replace all of the rivets with bolts in accordance with Figure 5 of the service bulletin. This terminates the repetitive inspections required by paragraph (a) of this AD.

(2) If any cracks or additional broken rivets are found: Prior to further flight, repair the cracks and replace all of the rivets, per a method approved by the Manager, Seattle Aircraft Certification Office, or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved, the approval must specifically reference this AD. This terminates the repetitive inspections required by paragraph (a) of this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) Except as provided by paragraph (c)(2) of this AD, the actions required by paragraphs (a) and (c) of this AD shall be done in accordance with Boeing Service Bulletin 767-53A0090, Revision 1, dated September 14, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(g) This amendment becomes effective on July 18, 2002.

FOR FURTHER INFORMATION CONTACT: Suzanne Masterson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2772; fax (425) 227-1181.

Issued in Renton, Washington, on June 4, 2002.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-14584 Filed 6-12-02; 8:45 am]
BILLING CODE 4910-13-P

BW 2002-12

PRATT & WHITNEY
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2002-12-06 Pratt & Whitney: Amendment 39–12778. Docket No. 98-ANE-61-AD. Supersedes AD 2000-21-09, Amendment 39-11941

Applicability

This airworthiness directive (AD) is applicable to Pratt & Whitney (PW) PW2037, PW2040, PW2037M, PW2240, PW2337, PW2043, PW2643, and PW2143, series turbofan engines. These engines are installed on, but not limited to Boeing 757 series and Ilyushin IL–96T series airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.
To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, do the following:

(a) Within 30 days after the effective date of this AD, revise the manufacturer's Time Limits section (TLS) of the manufacturer's engine manual, as appropriate for PW PW2037, PW2040, PW2037M, PW2240, PW2337, PW2043, PW2643, and PW2143 series turbofan engines, and for air carriers revise the approved continuous airworthiness maintenance program, by adding the following:

Mandatory Inspections

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the instructions provided in PW2000 Engine Manuals 1A6231 and 1B2412:

Nomenclature	Part No.	EM manual section	Inspection/check	Subtask
Hub, LPC Assembly	ALL	72–31–04	-06	
Disk, HPT 1st Stage	ALL	72–52–02	FPI entire disk per 72–52–00, Inspection/Check-02	72–52–02–230–007
Hub, HPT 2nd Stage	ALL	72–52–16	FPI entire hub per 72–52-00, Inspection/Check-02	72–52–16–230–007
Hub, HPC Front	ALL	72–35–02	-05	
Disk, HPC Drum Rotor Assembly (7–15)	ALL	72–35–03	-04	
Disk, HPC Drum Rotor Assembly (16–17)	ALL	72–35–10	-05	
Disk, HPC 16th Stage	ALL	72–35–06	-04	
Disk, HPC 17th Stage	ALL	72–35–07	-04	
HPC Turbine Drive Shaft Assembly	ALL	72–35–08	-05	
LPC Drive Turbine Shaft	ALL	72–32–01	-06	
Hub, Turbine Rear	ALL	72–53–81	-06	
Disk, LPT 3rd stage	ALL	72–53–31	-01	
Disk, LPT 4th Stage	ALL	72–53–41	-01	
Disk, LPT 5th Stage	ALL	72–53–51	-01	
Disk, LPT 6th Stage	ALL	72–53–61	-01	
Disk, LPT 7th Stage	ALL	72–53–71	-01	

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when done in accordance with the disassembly instructions in the manufacturer's engine manual to either part number level listed in the table above, and

(ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine."

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in § 43.16 of Federal Aviation Regulations (14 CFR 43.16), these enhanced inspections must be performed only in accordance with the TLS of the appropriate PW2000 series engine manuals.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of § 121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)) of this chapter must maintain records of the mandatory inspections that result from revising the Time Limits section of the Instructions for Continuous Airworthiness (ICA) and the air carrier's continuous airworthiness program. Alternatively, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by § 121.369 (c) of the Federal Aviation Regulations (14 CFR 121.369 (c)); however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380 (a) (2) (vi) of the Federal Aviation Regulations (14 CFR 121.380 (a) (2) (vi)). All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Effective Date

(f) This amendment becomes effective on July 17, 2002.

FOR FURTHER INFORMATION CONTACT: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7747; fax (781) 238–7199.

Issued in Burlington, Massachusetts, on June 4, 2002.
Francis A. Favara,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 02–14695 Filed 6–11–02; 8:45 am]
BILLING CODE 4910–13–P

BW 2002-12

HONEYWELL INTERNATIONAL, INC.
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2002–12–08 Honeywell International, Inc.: Amendment 39–12780. Docket No. 99–NE–51–AD.

Applicability

This airworthiness directive (AD) is applicable to Honeywell International, Inc. (formerly AlliedSignal Inc., and Textron Lycoming) ALF502 and LF507 series turbofan engines with certain first turbine rotor sealing plates, first turbine rotor discs, and turbine spacers installed. These engines are installed on, but not limited to, Bombardier (Canadair) CL600–1A11, and British Aerospace BAe 146 series and AVRO 146-RJ series airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To prevent gas producer turbine (GPT) component failure, which could result in an uncontained engine failure and damage to the airplane, do the following:

Drawdown Schedule for First Turbine Rotor Sealing Plate

(a) Remove from service first turbine rotor sealing plates according to the drawdown plan described in the following Table 1 of this AD, and replace with serviceable parts:

TABLE 1.—FIRST TURBINE ROTOR SEALING PLATE
Part Numbers (P/N's) 2–121–075–15, –21, –27, –28, and –36

Engine model	Cycles-in-service since new (CSN) on the effective date of this AD	Replace
(1)ALF502R, LF507–1F, and LF507–1H series	(i) Fewer than 15,000 CSN (ii) 15,000 or more CSN	Before accumulating 20,000 CSN. Within 5,000 cycles-in-service (CIS) after the effective date of this AD or at the next access after the effective date of this AD, whichever is earlier, but do not exceed 25,000 CSN.
(2) All ALF502L series	(i) Fewer than 17,500 CSN (ii) 17,500 or more CSN	Before accumulating 18,000 CSN. Within 500 CIS after the effective date of this AD or at the next access after the effective date of this AD, whichever is earlier, but do not exceed 23,000 CSN.

Drawdown Schedule for First Turbine Rotor Disc

(b) Remove from service first turbine rotor discs according to the drawdown plan described in the following Table 2 of this AD, and replace with serviceable parts:

TABLE 2.—FIRST TURBINE ROTOR DISC
P/N's 2–121–051–18, –24, –25, –R35, –36, –37, –44, –R52, and –R55

Engine model	Cycles-in-service since new (CSN) on the effective date of this AD	Replace
(1) ALF502R, LF507–1F, and LF507–1H series	(i) Fewer than 15,000 CSN (ii) 15,000 or more CSN	Before accumulating 20,000 CSN. Within 5,000 CIS after the effective date of this AD or at the next access after the effective date of this AD, whichever is earlier, but do not exceed 25,000 CSN.
(2) All ALF502L series	(i) Fewer than 13,500 CSN (ii) 13,500 or more CSN	Before accumulating 14,000 CSN. Within 500 CIS after the effective date of this AD or at the next access after the effective date of this AD, whichever is earlier, but do not exceed 21,000 CSN.

Drawdown Schedule for Turbine Spacer

(c) Remove from service turbine spacers according to the drawdown plan described in the following Table 3 of this AD, and replace with serviceable parts:

TABLE 3.—TURBINE SPACER P/N's 2–121–071–36, –37, and –42

Engine model	First turbine rotor assembly P/N	Cycles-in-service since new (CSN) on the effective date of this AD	Replace
(1) ALF502R series (except ALF502R–3, see information in Note 2), LF507–1F, and LF507–1H series	P/N 2–121–090–63, –64, –65, –R66, or –R67.	(i) Fewer than 10,000 CSN (ii) 10,000 or more CSN	Before accumulating 15,000 CSN. Within 5,000 CIS after the effective date of this AD or at the next access after the effective date of this AD, whichever is earlier, but do not exceed 20,000 CSN.
(2) ALF502R series	P/N 2–121–090–41 or –42 or if rotor assembly P/N cannot be determined.		Before accumulating 12,000 CSN.
(3) All ALF502L series	P/N 2–121–090–63, –64, –65, –R66, –R67, –91, –R92.	(i) Fewer than 13,500 CSN (ii) 13,500 or more CSN	Before accumulating 14,000 CSN. Within 500 CIS after the effective date of this AD or at the next access after the effective date of this AD, whichever is earlier, but do not exceed 19,500 CSN.
(4) All ALF502L series	P/N 2–121–090–41, –42 or if rotor assembly P/N cannot be determined.		Before accumulating 10,800 CSN.

Note 2: For ALF502R–3 engines, turbine spacers P/N's 2–121–071–37/-42 are not affected by this drawdown plan. Their life limit remains at 11,600 CSN.

Reduced Life Limits

(d) Except for the drawdown provisions of paragraphs (a), (b), and (c) of this AD and the approvals granted under the provisions of paragraph (f) of this AD, no first turbine rotor sealing plates, first turbine rotor discs, or turbine spacers may remain in service beyond the cyclic life limits provided in paragraphs (a), (b), or (c) of this AD.

Definitions

(e) For the purposes of this AD, access is defined as when the engine has been disassembled to where the affected part may be removed.

Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (LAACO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the LAACO.

Special Flight Permits

(g) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Effective Date

(h) This amendment becomes effective on July 17, 2002.

FOR FURTHER INFORMATION CONTACT: Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627–5245; fax (562) 627–5210.

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Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
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